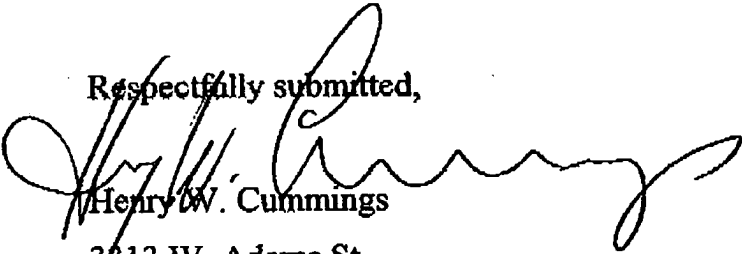


REMARKS

1. The preamble of the dependent Claims has been changed to "The" instead of "An" as suggested by the Examiner.
2. The typographical errors noticed by the Examiner have been corrected where indicated.
3. Marksush have been used in Claims 3 and 4 as suggested by the Examiner.
4. "conduit means" has been substituted for "its" in Claim 9.
5. Reconsideration of the rejection of Claims 1-10 as unpatentable over Martin 5,722,641 is requested. Martin used a hydraulic jacking system, not pneumatic as called for in Claims 1-10. In Martin the pneumatic system is only used for air operated tools. The pneumatic jacking system is believed to be much simpler and more reliable than the dual hydraulic-pneumatic system of Martin.
6. Reconsideration of the rejection of Claims 11-13 as unpatentable over Schneider 5,176,391 is requested. Schneider is also a hydraulic system. Furthermore, in the present invention, as stated in Claim 11 an electrical interlock switch, is activated when the vehicle's parking brake is applied, ensuring the vehicle is secured prior to system operation. Providing a signal is not as safe as automatic activation.
7. Claims 18 and 19 have been combined into new Claim 22, which includes the key switch for safety of passengers including children in the vehicle and switches to direct electrical power to pneumatic solenoids to jack up the vehicle. This feature is not taught by Schneider who does not disclose a key switch and uses a hydraulic system or by Martin who also uses a hydraulic system.
8. Allowance of the application is requested. -5-

Respectfully submitted,



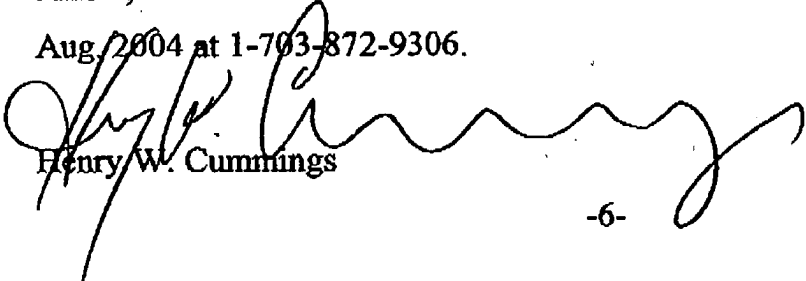
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It is certified that this Amendment Responsive to the Office Action Mailed
June 8, 2004 has been faxed to Exr. Wilson in Art Unit 3623 this 5th day of
Aug. 2004 at 1-703-872-9306.



Henry W. Cummings

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